



Signals at Sea

by CDR Donald F. Murphy, USCG (Ret.)

Wavelength: The Story of Signals at Sea will be on view in the John G. Morse Jr. Gallery from November 14, 2015 to May 15, 2016.

In July of 1973 I was serving a tour of duty as the executive officer on the USCGC *Clover* (WLB-292) stationed in Sitka, Alaska. We had a crew that numbered 55 men and had missions of aids to navigation, logistics for two light-houses, law enforcement (mainly fisheries), search and rescue and even some icebreaking. Our Commanding Officer was LCDR William Anderson and the previous Thanksgiving we had spent nearly a week looking for the missing plane that took the lives of Alaskan congressman Nicholas Begich, and Louisiana congressman and House Majority Leader Hale Boggs. The plane and their bodies have never been found.

On a reasonably pleasant summer afternoon we were working a buoy in the vicinity of the native village of Angoon on Admiralty Island. We received a radio message from our operational commander in Juneau to proceed at our best possible speed west out into the Gulf of Alaska. We put on our law enforcement hats and headed west via Peril Strait and Sergius Narrows. Further communications confirmed that a Korean stern trawler had been "caught" by a USCG helicopter fishing within the 12-mile limit, about 8 miles from shore. The helicopter was maintaining contact with the vessel, and the vessel had then headed southwest apparently hoping to get out of the range of the helo.

However, the CG Air Station Kodiak launched a C-130 Hercules four-engine turbo prop to take over the case. The CG Helo handed off the contact to the C-130 and estimated that the Korean vessel was making 12 knots in a southwesterly direction. The accepted procedure here is that as long as contact is maintained either visually or on radar, law enforcement resources can maintain "hot pursuit" and eventually make an arrest provided hot pursuit is not broken.

We were about 15 nautical miles from the Gulf of Alaska on the *Clover* as we headed westward out of the archipelago to take up the chase. Our speed with our diesel electric plant was approaching about ½ knot faster than the South Korean or 12.5 knots. This was looking to be a long chase. Hot pursuit was assured as the C-130 could throttle down to a couple of engines and remain on scene for nearly half a day. It appeared that this fishing vessel was heading to Asia, and what would we do if it ever entered Korean waters? That however, was several days in the future. As the day wore on, CG Air Station Kodiak launched a second C-130 and hot pursuit continued. The Korean was 50 miles ahead of us and it looked like a long day and night were in store.

However, in the late afternoon (early evening) we received a radio telephone call from the second C-130. The pilot stated that the Korean fisherman had run up signals flags on his halyard. From the bridge of the *Clover* we asked what the signal indicated, and the pilot (maybe it was the co-pilot) indicated that they did not know signal flags.



So the bridge watch on the *Clover* asked the pilots what the flags looked like. They radioed back that there were two flags. Both were square and the top one was yellow with red diagonal stripes. That sounded to us like Yankee (Y). While the lower one was three concentric squares of red, white and blue. That one was easy. The center square was red while the outer square was blue. Any sailor can recognize the Whiskey (W) flag.

We opened our Bridge copy of the International Code of Signals (H. O. 102). The decoding of the message was "I wish to communicate with you by radiotelegraphy (on the frequency indicated)."

The frequency was not important as the standard

See *Signals at Sea* page 4

Current Exhibits

Making the Best of It: The Spirit and Work Ethic of Maritime People

On view through November 1, 2015

John G. Morse Jr. Gallery



Experience the captivating story of the achievements of Maine people who work on the water, near the water, and behind the scenes in their vital role to forge Maine's place in global maritime lore.

Sponsored by: GENERAL DYNAMICS
Bath Iron Works



Out of the Fire: A Toolsmith's Art

On view through October 18, 2015

Marjorie W. Kramer Gallery

Out of the Fire: A Toolsmith's Art features nine tools and their attachments, all forged and carved by Blacksmith Ray Larsen. The exhibition reveals the beautiful shapes that can be generated by allowing the elements of the smith, hammer, heat, and material to work in harmony.





Rhumb Line

A line on the earth's surface which intersects all meridians and parallels of latitude at the same angle. A line of constant course is a rhumb line.

Mission Statement

Maine Maritime Museum celebrates Maine's maritime heritage and culture in order to educate the community and a world-wide audience about the important role of Maine in regional and global maritime activities. The Museum accomplishes its stewardship through: discriminate collection, preservation and dissemination of historic materials and information, engaging educational programs, relevant and compelling exhibitions, and a unique historic shipyard, all connecting the past to contemporary and future issues.

Vision Statement

Maine Maritime Museum offers unique experiences through unsurpassed collections, well-maintained historic buildings, compelling exhibits, and outstanding educational programming and services. The institution is financially sound and forward focused; new technologies and viewpoints are embraced in a timely manner. Visitors, members, volunteers, and staff are enriched by their involvement with the Museum; the Museum's vitality infuses the regional and national cultures and economies. The Museum is a world-class museum attracting a global audience to Maine's rich maritime heritage and culture.

“The winds and waves are always on the side of the ablest navigators.” —Edward Gibbon, *Decline and Fall of the Roman Empire*

The jacket I'm wearing right now was made in the Philippines. The shirt came from Hong Kong. The shoes are from Italy. The watch is Swiss made. I'm not sure where the Dell computer was manufactured... possibly Malaysia or maybe Poland. The Lenovo mouse was made in China.

What all these have in common – in addition to being important things I need to be properly dressed and to do my job – is that they almost certainly came from their places of manufacture in a shipping container on a freight ship. Those freight ships had experienced captains at the helm but every one of those captains needed a marine pilot to help guide the ship into port and safely dock it for offloading.

Ships are at greatest risk when they are closest to shore, and even the most experienced captains cannot be as familiar with every port as a local captain is. That's why marine pilots – specially licensed captains who know local waters, hazards, tides, currents, and weather conditions – are required in ports all over the world to guide large vessels into port.

Maine has thousands of miles of rocky coastline, strong tidal currents, and changeable (sometimes extreme) weather. Maine also ranks second of New England states for marine traffic volume (Massachusetts is first), so the importance of marine pilots to the state of Maine can't be overemphasized. Pilots board vessels in all weather and safely guide them to port to ensure the safety of ship's crews and passengers; cargo that includes petroleum, chemicals, wood products, food, sand, gravel, salt, coal, and many other types of cargo that arrives in our ports every day; and they ensure the safety of the ships themselves. Here on the sometimes treacherous Kennebec River, marine pilots ensure the safe passage of the complex Navy ships built by Bath Iron Works.

Maine's marine pilots are the unsung heroes of our ports and are critical to maintaining safety in the shipping industry from mega cruise ships in Bar Harbor to LNG vessels



Left to right, Captain Brain Fournier, Rear Admiral Linda Fagan, Captain Howard Wentworth, Captain Earl Walker, Captain Walter Russell, Senator Angus King.

Photo courtesy of Wendy Jung, soggy dog designs.

in Portland Harbor. It's been that way for more than a hundred years, and that is why Maine Maritime Museum honored them on August 26 with the Mariner's Award.

Admiral Linda Fagan and Senator Angus King spoke at the awards luncheon and talked about how marine pilots are one of the crucial links ensuring the safety of people, vessels, and the environment in Maine's ports – even if few people outside the industry are aware of what they do. They also talked about the threat to cyber security at sea and how the unseen, sometimes overlooked areas of safety can be the most critical to monitor.

We were proud to honor the Port of Portland Board of Harbor Commissioners and the Maine Pilotage Commission with the 2015 Mariners Award this year, and so pleased to have the opportunity to educate our many guests about the importance of these maritime professionals.

See the video from the awards presentation in the News section at www.MaineMaritimeMuseum.org, or on our YouTube channel: <https://youtu.be/n3TdSzPtLAs>.

Amy Lent
Executive Director

Two Trustees Elected to Board

The museum has elected William (Bill) Gemmill and Jennifer Yahr to its Board of Trustees.



Gemmill earned a bachelor's in economics from the Wharton School, University of Pennsylvania, and an MBA from Northwestern University. Prior to embarking on a professional career in marketing, he served three years in the U.S. Navy. He then worked for 15 years for major cosmetics companies, spent 15 years as an owner of small business franchises and also served as a financial advisor with Ameriprise. Gemmill is a maritime historian who lives in Wiscasset.



Yahr lives in Falmouth and is a psychotherapist, facilitator, consultant, and educator. She is a practitioner with 202 Behavioral Health, principal with DBT Maine LLC and partner in Brunswick Psychotherapy Associates, pioneering the integration of physical and mental health care in Maine. In addition to earning a bachelor's in nursing from the University of Southern Maine and a master's in adult mental health nursing from Boston University, Yahr received a J.D. law degree from the University of Maine School of Law. Yahr is an avid sailor and past commodore and chairwoman of the board at the Portland Yacht Club.

Mariners Award Honors Marine Pilots

On August 26, Maine Maritime Museum honored Maine’s marine pilots and the two commissions that oversee them, the Maine Pilotage Commission and the Port of Portland Board of Harbor Commissioners, with the 2015 Mariners Award.



Left to right, Dick Lemieux, chair of the MMM Board of Trustees, with Mariners Award recipients Brian Downey, Tom Dobbins, and Captain Charles Weeks.
Photo courtesy of Wendy Jung, soggy dog designs.

More than 100 guests, including around 20 marine pilots, gathered in Long Reach Hall for the award ceremony. Rear Admiral Linda L. Fagan, Commander of the First Coast Guard District, was the keynote speaker at the luncheon and award ceremony. Senator Angus King delivered the event’s closing remarks, recognizing the pilots for their essential role in Maine’s maritime commerce.

“They’re sort of like air, we don’t notice them until it isn’t there,” Senator King said. “The pilots do extraordinary work in guiding these great ships into our ports and providing a huge economic boost to the people in Maine and also the people in the country.”

Thank you very much for the honor of having the 2015 Mariners Award bestowed upon Maine’s Pilot and Harbor Commissions, as well as acknowledging the individual pilots involved in the day-to-day movement of foreign vessels in State waters. It was a distinct pleasure to attend this ceremony, and a wonderful opportunity to re-connect with so many of my colleagues. Not mentioned at this event was the fact that this was probably the largest gathering of State Pilots and Docking Masters in recent Maine history. The only four State Pilots that I know of who were not there were literally moving ships that day. Otherwise, everyone was there! This is unprecedented in our industry. Maybe not quite as impressive as a gathering of tall ships, but noteworthy nonetheless.

Many thanks again for the wonderful event that you put on. You have a first-rate institution down there in Bath; thank you for sharing it with us on that special day.

—Captain David T. Gelinis, President, Penobscot Bay & River Pilots Association



More than 100 guests were on hand as Senator Angus King delivered closing remarks.
Photo courtesy of Wendy Jung, soggy dog designs.

Around the Museum



The 210-foot-long Maine Responder oil spill response vessel docked at Deering Pier in August, providing dozens of visitors the opportunity to go on board for a tour of the high-tech ship.



Brigid and Johnny Reedy, museum members from Montana, look forward to their annual summer visits to MMM. In Brigid’s words, “We love it here!”



Boatshop workshop student Fred Bauers begins construction of a traditional nautical block.



Kennebec Explorers campers make pickles in the shipyard during the mid-August session.



Cathy Ramsdell, executive director of Friends of Casco Bay, poses with a photo of herself included in *Staying the Course, Working Women of Portland’s Waterfront*, which was on view at Portland Public Library August 8 through September 27.
Photo by Arthur Cerullo



From the Boatshop

by Kurt Spiridakis,
Boatshop Manager

We successfully launched four kid-built boats around the last day of school in mid-June. *Dory*, *Boat*, *Blue Falcon*, and *La Neige* hit the water with much fanfare and celebration, to the delight of our 24 middle school Discovery Boatbuilders. This year marks the 20th anniversary of the Discovery Boatbuilding program at South Bristol School. We are putting together an exhibit for the Kramer Gallery, set to open June 3, 2016. Our goal is to understand the impact of the program by telling the stories of those involved over the last 20 years, as well as showcasing the current lives of many of its alums. We are on the hunt for Boatshop photos from the years 1995-2015, so please contact the shop if you happen to have any visual documentation during this time.

We completed two new Boatshop workshops this summer: nautical block class and heart-shaped boxes. The block class included turning a wooden sheave on the lathe, fabricating a black locust block with hand tools, and laying up a rope grommet with a seized eye using seine twine. If any of this sounds mysterious or interesting, look for this class to run sometime this winter!

Our heart-shaped box making class was also a rousing success. This Shaker-inspired design makes a lovely and romantic gift, especially around the middle of February. Look for a class to run the last week of January to allow time to make chocolate truffles to put inside by Valentine’s Day.

We are closing in on completion of a 14-foot Whitehall-style pulling boat, built at a now defunct boatshop in



Norwalk, Conn. It sat in the garage of a Phippsburg boatbuilder for years before we finally relented and took ownership of her. This project involved fitting out the interior: bending frames, adding knees, risers, and thwarts, and lots of paint.

Signals at Sea (continued)

international calling frequency was 500 kc (now 500 kHz). Our radioman, who happened to be on the bridge at that moment, immediately went aft of the bridge to the cubbyhole radio room and fired up his telegraph key on 500 kc, and acknowledged the Korean vessel’s flaghoist.

Our radioman asked if we had a message for the Korean. The bridge watch and our captain did not hesitate. They went back to H.O. 102 and drafted a message “MG 045,” which translates as, “You should steer course 045.” This was the reciprocal of the course we were steering and following them at a distance of close to 50 miles. The captain released the CW (radiotelegraphy in Morse code dots and dashes) message as:

M [blue bar] [blue bar]

G [blue bar] [blue bar] [red dot]

0 [blue bar] [blue bar] [blue bar] [blue bar]

4 [red dot] [red dot] [red dot] [red dot] [blue bar]

5 [red dot] [red dot] [red dot] [red dot] [red dot]

Shortly after the message was transmitted by radio telegraphy, the C-130 pilots came on the radio telephone and exclaimed,

“Hey, this guy is turning around... and he is headed right for you, wow!” A cheer went up on the bridge of the CGC *Clover*. We still had 50 miles between us and did not affect a rendezvous until nearly midnight. At that

time we launched the *Clover’s* 26-foot boat and I led our boarding team to the *Dong Bang 71*. The boarding was anything but routine as the seas had built up and the vessel’s Jacob’s ladder measured 12 to 15 rungs from the crest to the trough of the waves.

Arriving on deck I opened the boarding bag and pulled out my English-Korean flash cards, another method of communicating at sea. We were equipped with three sets of flashcards. English was printed on one side and the translation in Korean, Japanese, or Russian was on the other side. A flash card message might be, “Show me your fish holds,” or “What is your home port?” This particular day I was able to pull out the big one. It was a bit like a winning lottery ticket.

“I am seizing your vessel, the *Dong Bang 71*, in the name of the United States of America for a violation of our fishing laws, namely...” I presented the card to the captain. He looked at me and smiled and said that I did not need to use the cards. He was Captain Lee Myohng Sik and he had studied English at Fort Monmouth, New Jersey with the U.S. Army during the Korean War. At that moment he knew I was now accountable and responsible for his ship, so he stated that he was going below and the first mate would assist me in running the vessel.

Run it we did, right for the state capital in Juneau. We were relieved by a boarding team from the Juneau Coast Guard vessel, the CGC *Sweetbriar*. We were released and returned to Sitka. Upon arrival the Koreans were confined to their vessel in Juneau. They settled out of court and were fined \$80,000 for their violation of our fishing laws, and were released and returned home.

Upcoming Exhibits

Wavelength: The Story of Signals at Sea

On view November 14, 2015 to May 15, 2016
John G. Morse Jr. Gallery



From flags, bells and whistles to radio, radar and GPS, maritime communications have had to go the distance.

Wavelength: The Story of Signals at Sea will explore the

history of communications at sea.

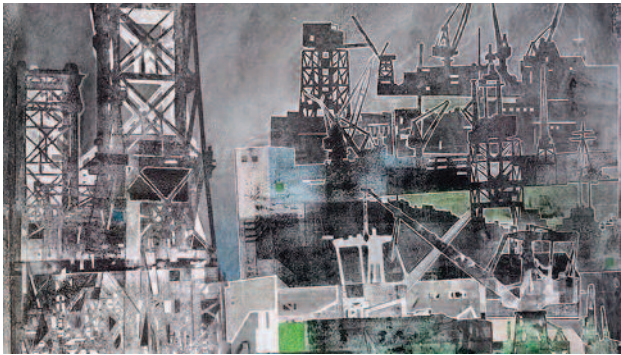
Sponsored by: **GENERAL DYNAMICS**
Bath Iron Works

The Family of **George C. Twombly**
Communications Pioneer and Maine Maritime Museum Trustee
—In His Memory—

Friend of the exhibit: **ATLANTIC**
MOTORCAR CENTER

In Sight: Enhanced Prints by John Wissemann of BIW and Bath’s Working Waterfront

On view October 24, 2015 to January 3, 2016
Marjorie W. Kramer Gallery



In Sight presents Cushing, Maine, artist John Wissemann’s series of multilayer mono-prints of the Bath Iron Works shipyard and related waterfront (which are within sight of Maine Maritime Museum, just upriver along the Kennebec.)

Sponsored by: **GENERAL DYNAMICS**
Bath Iron Works

Horning Poles, You Say?

by Nathan Lipfert, Senior Curator

This has been an amazing year for unusual donations. In our last issue you read about the Charles V. Minott shipyard bell being added to the collection, a type of artifact the museum had never collected before. Now we have another unique item to crow about – actually three such items, so they are not unique, but still never before seen by staff here. I had read about them in Snow and Lee’s *A Shipyard in Maine: Percy & Small and the Great Schooners*, but had never seen a horning pole in the flesh until these came to the museum.

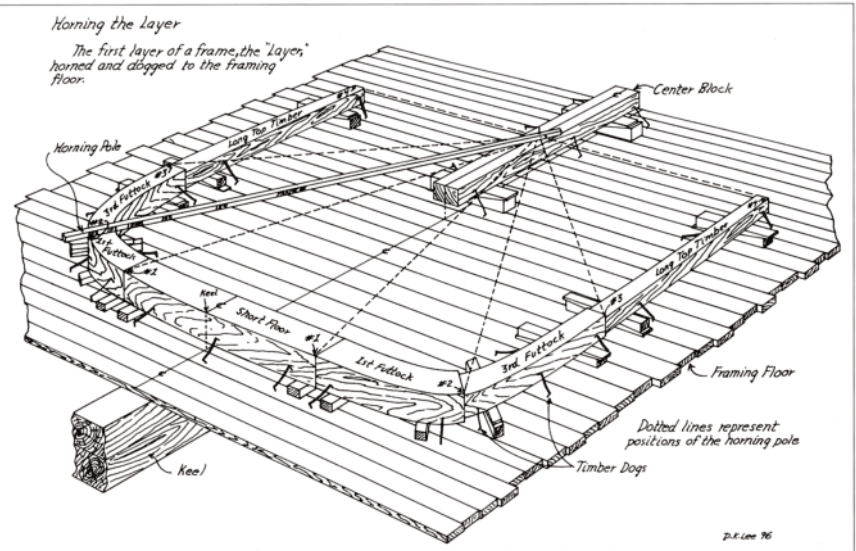


Diagram: Horning the Layer
Douglas K. Lee

What is a horning pole? They are long wooden poles, square in cross-section, with precise marks on them which help shipwrights assemble the pieces of a ship’s frame. Each building slip in a shipyard has one or two platforms called framing stages, on which the pieces of a frame are fastened together. The shipwrights establish a center line around which the frame will be constructed. From a specified



Horning poles in use at the Percy & Small shipyard in June 1916. A number of rare photos of a wooden shipyard in operation were taken that month by Ralph D. Paine, for use in an article about wooden shipyards still active during World War I. In this shot, shipwrights are working on the frame of the four-mast schooner *Sam C. Mengel*. The first futtocks of the “layer” are being added to the floor timber, and the man on the right appears to be looking for the right mark on the horning pole to position the next futtock. You can see the center block for the frame on the right of the picture; this is what the horning pole measures from. *Photograph courtesy of Captains Douglas K. & Linda J. Lee*

point on the center line, say, 20 feet up from the keel, the horning pole is used to measure diagonally out to where a specific frame timber is supposed to be located. (See the accompanying illustration of their use.) Each of the four sides of the horning pole is marked for where the upper end of a particular frame piece (4th futtock or floor timber, for example) should be placed. Ours have 20 or 30 numbered marks on each side, each mark evidently for a different frame. It would seem that to lay out the frames for a large vessel, you would need eight or 10 horning poles, maybe more. The three poles we received this year, which were for large vessels, range from 17 to 25 feet long. Their use is confirmed by the instructions written on each side, for example, “4th Futtock Horns 20 feet up.” Horning poles were made by the guys in the mould loft, who lofted the shapes of all the frames, and supplied the shipwrights with the patterns for shaping all the frame timbers.

Benjamin Burden found these horning poles in the attic and basement of a house he was renovating on Trufant Street in Bath. I like to think every town has houses with stuff in them that has not been moved since 1923. This house was occupied in 1919 by Irving Varney, a ship carpenter at the Kelley, Spear shipyard. One of the poles is marked “K S Co 196,” indicating Kelley Spear hull number 196, the four-mast schooner barge *Falmouth*, built in 1919. The other two poles are from hulls 201 and 202, the barges *Winsor* and *Hutchinson*, built in 1923. Kelley, Spear closed that year. It was the last wooden shipyard operating in Bath, and those two barges were the last large wooden vessels built in Bath. It is remarkable that Mr. Varney never felt the urge to cut the horning poles up into kindling. They would have had no use if you did not have all the patterns for the frame timbers, and all of the horning poles for the ship. Maybe he grabbed a whole lot of the poles when the shipyard closed in 1923, and did cut the rest of them up!



A close-up of the pole marked “K S Co 196,” indicating Kelley Spear hull number 196, the four-mast schooner barge *Falmouth*, built in 1919.



Left to right, Senior Curator Nathan Lipfert, intern Morgan Leavitt, and Registrar Kelly Page with a horning pole.

Lobstering & the Maine Coast Opens

A special reception and a family-focused celebration marked the opening of the highly anticipated *Lobstering & the Maine Coast* exhibit.

On the evening of July 25, more than 200 special guests gathered for a tented reception in the shipyard and a sneak-preview of the exhibit.

Despite the gloomy weather the following day, around 900 people attended grand opening festivities on July 26. Activities included a lobster obstacle course, face painting, trap-making demonstrations and buoy painting.



Left to right, Tim Harkins, Maine Lobster Dealers' Association president; Patrice McCarron, Maine Lobstermen's Association executive director; Annie Tselikis, Maine Lobster Dealers' Association executive director; Amy Lent, Maine Maritime Museum executive director; Dick Lemieux, Maine Maritime Museum Board of Trustees chair; David Cousens; Maine Lobstermen's Association president; and Chris Hall, Maine Maritime Museum curator of exhibits, gather before the opening of *Lobstering & the Maine Coast*.



More than 200 guests attended a special reception and sneak preview of *Lobstering & the Maine Coast* on Saturday, July 25.



Volunteer Fran Zaborowski (left) and Boatshop Manager Kurt Spiridakis build traditional wooden lobster traps with some help from museum visitors.



Museum member Isla Meyers makes a new friend at the grand opening celebration.



Visitors explore *Lobstering & the Maine Coast* during the grand opening on July 26.



A lobster-eating contest, sponsored by Red's Eats, was a highlight of the grand opening celebration. Left to right, MMM Education Coordinator Jonathan Wells, Bath Fire Chief Buddy Renaud, and Bath City Council Chair Mari Eosco compete for the title. In the end, Chief Renaud was named the champion!

Museum Happenings

Upcoming Events

October 14 & 15

Boatshop Workshop: Shaker Box Making



5-8 pm
Members \$70;
nonmembers \$75

This popular workshop is ideal for the beginner to intermediate woodworker. In just two short sessions you'll gain the skills to build a hand crafted set of shaker boxes. Each box is built of cherry, copper tacks, and cedar, and serves as an elegant storage container. If you've ever wanted to learn to make a nesting set of three oval shaker boxes this is the class for you. No woodworking experience is necessary and all materials are included.

October 15

Film: *Downeast*

Directed by David Redmon & Ashley Sabin

6:30 pm
Members \$5; nonmembers \$7

The devastating loss of industry to Maine's economy has been felt deepest in our fishing communities. *Downeast* focuses on Antonio Bussone's efforts to open a lobster-packing plant in Gouldsboro. Directors David Redmon and Ashley Sabin tell this touching story by letting the narrative naturally unfold.

October 22

Lecture: *Grit and Determination: Past, Present, and Future Issues Facing Lobstermen and Women* with Patrice McCarron



6:30 pm
Members \$5; nonmembers \$7

Maine lobstermen are at the heart of bringing the state's most iconic product to the public. Patrice McCarron, Executive Director of the Maine

Lobstermen's Association has her finger on this pulse, and will explain the history of challenges lobstermen have faced, what they deal with now, and what she sees them overcoming in the 21st century.

October 29

Film: *Islander*

Directed by Ian McCrudden, Written by Thomas Hildreth & Ian McCrudden

6:30 pm
Members \$5; nonmembers \$7

This dramatic feature filmed in Rockland and Vinalhaven istars Thomas Hildreth (Eben) as a man trying to rebuild his life and reconnect with his family after a stretch in prison. Eben is a lobsterman who takes pride in his work and works hard to provide for his wife and daughter, but has a temper that makes him the black sheep of the community. Eben finds a connection with a veteran fisherman and tries to put his life back together. Join us after the film for a Q&A with star and writer Thomas Hildreth.



November 5

Film: *Deep Waters*

Directed by Henry King

6:30 pm
Members \$5; nonmembers \$7

Hollywood's prolific "Golden Era" director Henry King (*Twelve O'Clock High*, *Snows of Kilimanjaro*) brings filming to Vinalhaven in 1948 with *Deep Waters*. The combination of advanced special effects for the time (nominated for an Academy Award), and the incredible 1940's coastal footage of Maine creates the backdrop for a lobsterman's story of heartache, stormy seas, and a young orphan caught in between.

November 19

Lecture: *Sustainability and the American Lobster* with Dr. Richard Wahle

6:30 pm
Members \$5; nonmembers \$7

Join Dr. Wahle to hear the history of challenges in the Maine lobster fishery and the current struggle to make the lobster fishery sustainable. A leading conservationist and scientist for over 25 years, he has made the future of the American lobster his life's work, producing numerous peer reviewed publications, technical papers, and is the recipient of many federal grants and editor of The Lobster Newsletter.



December 9 & 10

Boatshop Workshop: Heart-Shaped Box



5-8 pm
Members \$70; nonmembers \$75

Due to the popularity of our Shaker box making workshops, we have designed a 'Shaker-inspired' heart shaped box that can be created in as little as 6 hours. Using similar techniques as the oval boxes, the heart shaped box is made of steam bent, locally grown cherry with bookmatched tops and bottoms. It's a beautiful little box that can easily be made without any woodworking experience.

Visit www.MaineMaritimeMuseum.org for full event listings or to register.

Fall Festivities

Pirate Party Cruise (21 and up) (2 hours)

Saturday, October 24 from 3:30-5:30 pm
Members \$50; nonmembers \$55

Fee includes two-day museum admission

Come pillage and plunder the Kennebec River with us on our last cruise of the season. Let your inner pirate out for a little debauchery and nautical nonsense on this 21 and up cruise. Captain Black Jim Spudcake will regale you with stories from his latest adventures at sea and may even share some of his booty with you. A cash bar and light hors d'oeuvres will be available to help lubricate the festivities. *Attending in pirate garb is encouraged.*

Haunted Lighthouse Cruise (3 hours)

Monday October 19, Friday October 23 from 2-4 pm
Members \$45; nonmembers \$50; Children under 17 years old \$25, Under 6 \$4

Fee includes two-day museum admission

Join Sally Lobkowicz of Red Cloak tours as we travel the winding Sasanoa River through Hells Gates to the mouth of the Sheepscot River, cruising past Hendricks Head Light where you'll hear the legend of a ghostly figure of a woman dressed in white walking the shoreline. Then it's on to the Kennebec River and Seguin Lighthouse where one of the more gruesome tales of a haunting occurred. Entering the Kennebec River, we'll learn of more legends of strange and unusual happenings.

Famed Captains and Shipbuilders of Bath Cemetery Tour (approx. 1½ hours)

Tuesday, October 13, Wednesday October 21,
Monday, October 26 from 4-5 pm
Members \$20; nonmembers \$27; Children under 17 \$12

Fee includes two-day museum admission

Join The Lady in The Red Cloak for a guided trolley tour to one of Bath's oldest cemeteries. Oak Grove Cemetery is a who's who of 19th and 20th century maritime families such as the Sewalls, Hydes, Morses, Donnellis, and Packards. Hear the fascinating history of these now side-by-side industry competitors and the adventurous lives of famous Bath sailors.



Honor/Memorial Gifts

May 8 – August 4

- In Honor of Paul Cowan**
Ms. Carrie Cowan
- In Honor of Harry W. Konkel**
Mr. and Mrs. Daniel R. King
- In Honor of Robert W. Landorf**
Ms. Margaret McCall
- In Honor of Rebecca A. Roche**
MMR Research Associates, Inc.

Saving for a Rainy Day

by Peggy Schick, Director of Development



During the Great Recession of 2007-2009, cultural institutions all over the country faced the same financial challenges as many businesses. Some, like the great Hawaii Maritime Center in Honolulu closed their doors; others like the Portland Harbor Museum here in Maine found partners (MMM) with which to merge and preserve their mission. When a cultural institution closes, just as with any business, people lose their jobs and an economic driver in the community is lost. When a museum closes, there is also the loss of cultural heritage and the very historic fabric of a community. As a museum we have a great obligation to ensure economic stability so we can honor the commitment to preserve the history that has been entrusted to us.

When financial downturns cycle around, or any other unplanned economic condition arises, a strong fund of reserves will ensure that the financial support for the museum’s work continues, allowing us to endure unpredictable challenges. Increasingly, new gifts to our reserves also have the ability to help fund and expand exhibition planning, program support, and technology.

When we speak of *reserves*, we are not speaking of an endowment. The difference between the two is this: an endowment is structured so that the principal amount is kept strictly intact while a part of the investment income is available for use each year, often further restricted for a

specific purpose; reserves are funds earmarked by an organization's governing board (in our case, the 28 members of our Board of Trustees), to be invested to provide income for a long but unspecified period, and the governing board has the right to expend the principal of such funds. Reserves give the museum the opportunity to invest and grow the amount of funding available to us. But if an unanticipated expense arises (such as a piece of property that becomes available for purchase or a major building repair that is urgently required), our Trustees can approve spending some of the reserves for that purpose.

The tough part about raising funds for reserves is that it’s generally not glamorous. It’s not a new building. There will be no exhibit at the museum titled “The Great Reserves.” Reserves aren’t something that stay in one place that you can see. You can’t really put your name on it.

Or, *can* you? I say that you can. You can call it your own when you attend a lecture on a topic you’ve always wanted to know more about, or you take your friends on a tour of Merrymeeting Bay and pass the impressive BIW docks on the way to see eagles and herons, or watch children gazing in wonder at the massive *Wyoming* evocation and know that without your contribution to reserves, the program wouldn’t have happened.

In the coming months, as we reach out to you for support for our annual fund or for a special gift to the museum’s Stewardship, Preservation, and Education Fund, know that we are calling on you because you understand and appreciate the importance of preserving and educating about Maine’s maritime heritage in the precious and unique way that only MMM can do it.

Welcome New Members

May 8 – August 4

- | | | |
|--------------------------------------|--|---------------------------------------|
| Meredith Arwady | Jeanne Funk-Gedies and Robert Gedies | Sandy Nelson |
| Bob Austin | Ann Gardner and Elizabeth Durrell | Peter and Debra Nelson |
| Faith A. Berry | Jennifer Gelwick-Luecke and | Glenn and Linda Ostrander |
| Joshua and Marly Biermann | Greg Luecke | Russ Pinizzotto and Robin Johnson |
| Carolyn Bird | Peter and Susan Giampetruzzi | Jeff Reinders |
| Michael Bociaga | Kathy A. and Robert E. Gill | John Ricker and Kendra O’Connell |
| Bob and Julie Boehme | William C. Hain | Michael A. Rockenstire and |
| William and Jean Bridges | Linda and Theodore Hoch | Amelia I. Kurtz |
| Ken and Kathy Brill | Dardana Hoyt | Daniel J. Schmitz |
| Marybeth and James Burbank | Louis and Judith Kandl | Jim and Ellie Schneider |
| John and Sandy Cameron | Susan and David Kertzer | Jonathan and Danette Siegrist |
| Anthony and Rebecca Cerino | Elizabeth H. and Robert J. Kniss | Deb Smith and Ann Babbitt |
| Doria Cole | John Krott | Jon and Alicia Snow |
| Joyce A. and John W. Conway | Michael and Halina Kryzanski | James V. Springer |
| Paula and William Corkey | Marie Lauderdale | Ray Starbird and Elizabeth Taghechian |
| Bob Cushman | Michael and Joanne Lima | Maria E. Suarez and Paul H. Crosby |
| Karen M. D’Silva and Jason S. Rhorer | Bill Luneburg and Pat Sudnik | Ralph Thompson |
| Thomas Delahanty | Jessica Lynch and Peter Mote | Chris M. and Joan P. Toy |
| Marty Dome | Maureen Martin | Humberto and Lynn Valentin |
| Henry Donaldson | Jack McDonough and Barbara Aras | George D. Waldman |
| Charles Donnell | Thomas and Kristy McKibben | Pamela and Thomas Watts |
| Arthur Donohue-Rolfe | Fiona Meller Azrieli and Avraham Azrieli | Heather B. Weiss |
| Chris Dowley and Laura Freysinger | Marc and Erin Meyers | Shelly Willard |
| Bill and Tina Eilers | Bob and Peg Meyers | Michael Willette and Sara Tompkins |
| Katherine M. and Fred P. Ela | Anne and Tim Morong | John Williams |
| Frederick W. Fish | Mark and Sharon Morse | Tracy H. Young |

Celebrating Our Business Partners and Sponsors

Featured Business Partner Big Brothers Big Sisters of Bath/Brunswick



Big Brothers Big Sisters of Bath/Brunswick provides children facing adversity with strong and enduring, professionally supported one-to-one relationships that change their lives for the better, forever. The areas served include Brunswick and Harpswell, and all of the towns in Sagadahoc County where they provide Community, School and Site-Based Mentoring Programs to approximately 250 youth each year. Mentors are needed now for their School-Based Programs which match volunteers (Bigs) and children (Littles) in a friendship for at least one school year.



Matches spend one hour a week at the child's school sharing lunch, conversation, games, and fun activities. Many Littles have said that their favorite time of the week is the time that they get to share with their Big. It's an experience that is valued and enjoyed by both Bigs and Littles and has a meaningful impact! There are openings for volunteers at all schools where BBBS serves, but more specifically there is an immediate need for mentors at Dike Newell and Fisher Mitchell in Bath, and at Bowdoin Central School. For more information on how to start something amazing with a child this fall, please contact our Program Staff at 729-7736 x3, e-mail school@bbbsbathbrunswick.org or visit our website at www.bbbsbathbrunswick.org.

Support these Business Partners who support MMM

Business names in **RED** indicate new Business Partners.

- Anchor (\$5,000)**
General Dynamics Bath Iron Works
Bath Savings Institution
Diversified Communications
Reed & Reed, Inc.
- Quarterdeck (\$2,500)**
Brunswick Hotel and Tavern
Churchill Events
Hampton Inn Bath
Lyman-Morse Boatbuilding Company
- Mast (\$1,000)**
Allen Gelwick-Lockton Companies
Atlantic Motorcar Center
Carl A. Bickford, Inc.
Cribstone Capital Management
Intermarine Incorporated
The Lane Construction Corp.
Maine Lobster Direct
Northeast Security Systems, Inc.
Piper Shores
R M Davis, Inc.
Sagadahock Real Estate Association
UBS
WEX, Inc.
Yale Cordage, Inc.
- Rudder (\$500)**
BEK Inc.
Best Western PLUS Brunswick Bath
Bickerstaff's Books, Maps &c.
Chesterfield Associates Inc.
Cross Insurance
The Dolphin Marina & Restaurant
Energy Management Consultants Inc.
Great Island Boat Yard
The Highlands
J.R. Maxwell & Co.
Norway Savings Bank
Royal River Boatyard & Repair
Sabre Yachts & Back Cove Yachts
Schooner Heritage
Spruce Point Inn Resort & Spa
Strouts Point Wharf Company
Thomaston Place Auction Galleries, Inc.
Thornton Oaks Retirement Community
Westlawn Institute of Marine Technology

- Galley (\$300)**
111 Maine Catering
Ames True Value Supply
Androscoggin Dental Care
Anna's Water's Edge Restaurant
Aurora Provisions
Bailey Island Motel
Bath Subaru
Beale Street Barbeque
Bert's Oil Service, Inc.
Betty's Homestyle Cooking
BIW Procurement Dept.
Brewster House Bed & Breakfast
Byrnes' Irish Pub
The Cabin Restaurant
Cahill Tire, Inc.
Cameron's Lobster House
Chase, Leavitt & Co., Inc.
Cool As A Moose
Coveside Bed & Breakfast
CVC Catering Group
DiMillo's On the Water
East Coast Yacht Sales
Fairfield Inn & Suites by Marriott - Brunswick Freeport
Fiona's Catering LLC
Flagship Inn
Frohmler Construction, Inc.
Gilman Electrical Supply
Halcyon Yarn
Hallett Canvas & Sail
Harbour Towne Inn
Hardy Boat Cruises
Harraseeket Inn
Heather Huprich Houston, Graphic Design
Henry and Marty
Hilton Garden Inn Freeport Downtown
Hi-Style Caterers
Holden Agency Insurance
Hurricane's Catering
The Inn at Bath
James Place Inn
Jeremy Burden, DDS
Jules and Company
Kennebec Inn
Kennebec Tavern & Marina
Land's End Gift Shop
Le Garage

- Lie-Nielsen Toolworks
Lisa Marie's Made in Maine
Lobster Talk/Lulu Lobster Boat Ride
Local Sprouts Cooperative
M.W. Sewall
Mae's Cafe & Bakery
Maine Lobstermen's Association, Inc.
Modelers Central
Monhegan Boat Line
The Mooring Bed and Breakfast
Morton Real Estate
The Music Man DJ Service
The Mustard Seed Bookstore
New England Tent and Awning
New Meadows Marina
Now You're Cooking
O'Hara Corporation
Pizza Pie on the Fly
Plimsoll Mark Capital
Portland Discovery Land and Sea Tours
Red's Eats
Rogers Ace Hardware
The Royal River Grillhouse
Sarah's Cafe & Twin Schooner Pub
Schooner Eastwind
Schooner Stephen Taber
Seacoast Catering and Lobster Bakes
Sebasco Harbor Resort
Shelter Institute, Inc.
Simply Elegant Catering
Sitelines, PA
soggy dog designs photography
Solo Bistro
Soule Soule & Logan
Sparloft Arts
Spinney's Restaurant, Guest House & Cottages
Springer's Jewelers
Starlight Cafe
Stone Cove Catering
Taste of Maine Restaurant
Topside Inn
Verrill Dana LLP
Vigilant Capital Management, LLC
White Cedar Inn Bed and Breakfast
Wiscasset Motor Lodge
Woodex Bearing Company, Inc.

- Binnacle (\$100)**
Our non-profit partners
American Red Cross
The Apprenticeshop
Bath Area Family YMCA
Big Brothers Big Sisters of Bath/Brunswick
Boothbay Harbor One Design Association
Bowdoin International Music Festival
Bowdoinham Historical Society
The Carpenter's Boat Shop
Casco Bay Council Navy League
Cathance River Education Alliance
Chewonki Foundation
Downeast Ship Modelers Guild
Elmhurst, Inc.
Frances Perkins Center
Friends of Merrymeeting Bay
Friends of Seguin Island Light Station
Gulf of Maine Research Institute
Historic New England
Holbrook Community Foundation
Hyde Schools
Kennebec Estuary Land Trust
Kieve-Wavus Education, Inc.
Main Street Bath
Maine Antique Dealers Association
Maine Built Boats, Inc.
Maine International Trade Center
Maine Island Trail Association
Maine Maritime Academy
Maine Ocean & Wind Industry Initiative
Maine State Aquarium
Maine State Music Theatre
Maine Wood Products Association
Maine's First Ship
Maritime Funding Association of Maine
Osher Map Library
Portland Public Library
Sagadahoc Preservation, Inc.
Seacoast Science Center
Spectrum Generations
Volunteers of America Northern New England
Wiscasset, Waterville & Farmington Railway Museum
Yarmouth Historical Society

Upcoming Volunteer Events

Volunteer Wrap-Up

Thursday, October 15

1 to 3:30 pm

Gather with museum staff and fellow volunteers to share your thoughts on the 2015 season.

Fall Quartermaster Day

Thursday, October 22

8 am to 3:30 pm

All hands on deck! Help prep the museum grounds for the winter.

Volunteer Recognition

Thursday, November 19

12 to 3 pm

Join us to celebrate our volunteers' contributions to MMM!

Are you interested in joining Maine Maritime Museum's volunteer corps? Contact Katy Taylor, Volunteer & Outreach Coordinator, at 443-1316 x350 or taylor@maritimeme.org to learn more!

What's The Good Word?!

by Katy Taylor, Volunteer & Outreach Coordinator

Wow! What a great summer! Though this has been my first summer here at the museum I get a sense that it was a busy one. I have heard numerous volunteers remark on the size of the group they had on their Percy & Small tour, how many Launch Tank demonstrations they did, the number of people who came through the Donnell House, how busy the Greeter Desk was, the list goes on and on. I also noticed that we were always able to accommodate our visitors with smiles on our faces. From off-site special events to exhibit openings to boat cruises to the launch tank, our visitors have voiced their praise of the museum and the people working here who enhanced their museum experience. Here are some of the comments from

the 2015 season:

"Thanks to all the volunteers, they are great!"

"We learned a lot!"

"Good laughs had on shipyard tour."

"Great/informative volunteers."

"Can't say enough good things about our guide."

"He was so knowledgeable."

"Great trolley tour and talks by docent volunteers."

"Your volunteers are your very best asset!"

"Amazing! Enjoyed the tour and launch demo!"

"One of the best museums (and personnel) that we've ever been to."

"Wonderful, enthusiastic staff and volunteers."

Thank you all for the wonderful work you do!

New Kid on the Dock

by Katy Taylor, Volunteer & Outreach Coordinator

Every day during the summer season there is a volunteer scheduled all day long who is available to assist our visitors in getting around the shipyard by golf cart, filling in to lead a Percy & Small tour, assisting the greeters, opening buildings, assisting with boat dockage, and in general being available to make the visitor experience a positive one. Many of these Visitor Service Associates, or VSAs, have been doing this job for years. Their names and faces are recognizable to almost all volunteers and staff members. Except for one. All summer I have had folks asking who our Saturday VSA is. Judi Mansfield, among the many other things she does for the museum, generously offered to do one Saturday a month as VSA. But "who is that new young guy?" has been a frequently heard reference to one of the newest (and youngest) members of the volunteer staff. Allow me to introduce... **Justin Dyer!**

"I started volunteering at Maine Maritime Museum just this past spring. I live in Bath and I grew up in Bar Harbor. I also spent a decade living in Portland. I worked as a cook for years, and enjoy experimenting in the kitchen. I've also played the guitar for over 20 years, and collect vintage amplifiers and other music equipment as a hobby. I am a history student at USM, and I wanted to get some experience helping out in a museum. I'm fascinated by the history of the Maine coast, and I thought volunteering at the MMM would be a great way to learn more about it while being involved with an important part of the community.

"The VSA position has been a great way for me to get familiar with the museum and engage with people about



local history. The other volunteers and staff have been very welcoming. I can't spend enough time exploring the old shipyard buildings at the museum – living history! On one of the sliding doors upstairs in the mill building you can still see written boldly in pencil: "First Snow Oct 11 1917." I can picture one of the woodworkers making this small observation, not imagining that we'd be able to look into his world nearly a century later. This museum is an incredible resource for Maine and the world, and I'm proud to be a small part of it."

All Work and No Play is Not Their Way

Greeters Jay Pappas and Tom Butler

Being a volunteer is not easy. Whether you spend your time scanning curatorial documents in the basement, sitting in the hot sun on the maintenance lawnmower, or leading a tour while standing backwards on the trolley, there have probably been moments when you have asked yourself, “Are we having fun yet?” Well here are two volunteers who do! Monday morning greeters Jay Pappas and Tom Butler know how to have fun AND get the job done.

MMM: How long have you been a volunteer at Maine Maritime Museum?

Jay Pappas: This is my third summer at the museum. During my first year, I gave tours on the schooner, *Sherman Zwicker*. For the past two summers, I have served as a greeter.

Tom Butler: I have been a volunteer for the past two years.

MMM: Tell us a little about your background.

JP: I grew up at the Jersey Shore in Egg Harbor, N.J. I started my career as an on-air radio personality at radio stations in Atlantic City, Ocean City and in Philadelphia. I spent 35 years at Ashland University in Ohio. For 25 of those years, I was coordinator of radio programming and production. I had a host of students go on to notable careers in broadcasting, including CNN morning news anchor Robin Meade. My last 10 years at Ashland University was spent as assistant director of admission. I enjoyed recruiting students and worked with the best staff ever. Throughout my career, I have recorded voiceovers and served as an on-camera spokesman. In addition, I was the signature voice for a variety of radio stations. My voice has been to more places than I’ll ever visit! My wife and I moved to Maine in 2009 and built a home in West Bath.

TB: I grew up in the suburbs of Washington D.C., graduated from the United States Naval Academy in 1969, and enjoyed a 28-year career in the Navy, retiring as a Captain. I flew P3s most of my career and first came to Maine when I was the Commanding Officer of VP10 in Brunswick. During those years (1985-1987) we lived in Bath, and that is when we fell in love with Maine. We purchased waterfront property in Phippsburg and then left Maine as I continued my Naval Career. I eventually had three Washington tours, Commanded the Naval Air Station in Keflavik Iceland, and retired in 1997 following my final assignment as Director of Admissions at the Naval Academy in Annapolis. We returned to Maine and built our retirement home in Phippsburg. I took a job as the Chief Operating Officer for a Maine RD company, Sensor Research and Development in Orono. I quickly determined I missed flying airplanes, so I returned to the world of aviation as a pilot for FedEx. I enjoyed 12 years flying the MD11, Md10, 757 and 727 primarily flying international routes. I retired from FedEx two years ago and now enjoy volunteering at the Maine Maritime Museum as well as other activities in the community.

MMM: Why did you decide to volunteer here?

JP: I’m attracted to anything nautical. Saltwater runs in my veins. Actually, I blame my grandfather. He worked on schooners as a young man and travelled the world and would tell me some of his tales of the sea. Maybe it was some genetic imprinting he passed down. I thought the museum would be a great place to share my enthusiasm for the sea and the rich maritime history we have here in Maine.

TB: I decided to volunteer at the Maine Maritime Museum because I thought my experiences in the Navy would be useful, and I wanted to give something back to



the community. I was very impressed with the museum and especially the high standards and the professional management of the organization.

MMM: What is your favorite part about being a greeter?

JP: I truly enjoy speaking with people and creating a positive first impression for the museum. I’m a pitchman. It’s not unlike warming up an audience for a show before the entertainer starts. I guess that’s the showbiz part of me! I think my good friend, Tom Butler and I complement each other as greeters and make the visitors feel relaxed, informed and welcome.

TB: I think my favorite part of being a greeter is spending time with my good friend Jay Pappas and the opportunity to meet so many interesting visitors. Every week is different and I find the visitors fascinating. I also feel proud to be associated with the museum, and it is fun to be the first to welcome new people.

MMM: Do you have a particularly memorable moment from this season?

JP: Having my picture taken with the Lobstermobile. I put the picture on my Facebook page. It generated tremendous response and hopefully some good advertising for the museum.

TB: I think I have two special moments at the museum. First, I was very pleased to be involved with the opening of *Lobstering & the Maine Coast*. That Sunday was handled so well, and I was so proud of the entire organization and all the volunteers. It was a special day. Secondly, on a personal note, it was so much fun for me to be a greeter when the delegation from the Naval War College spent the morning at the museum.

MMM: What is your favorite artifact at the museum?

JP: The ship models we have at the museum are the best. The detail and craftsmanship are incredible. I never tire at looking at them.

TB: My favorite “artifact” is of course the Lobstermobile!

MMM: Do you have a favorite story or anecdote you like to share with the visitors?

JP: Last summer while greeting, an old college friend and his daughter walked in. He lives in the same town we moved from in Ohio. We both looked at each other in disbelief. I said, “What are you doing here?” He said, “I heard you moved to Maine but did not expect to see you here.” Yes. It’s a small world!

TB: My favorite story is when Jay Pappas informed me we were picked as greeters because we were eye candy. Of course I agreed, but also thought we might have something else to contribute as greeters. When we told Katy our plight, she didn’t even hesitate, and of course agreed. Now that takes courage!

MMM: Tell us something about yourself that might surprise people.

JP: I was an extra, playing the part of a prison guard in the 1970s movie *Harry and Walter Go to New York*. It starred James Caan, Elliot Gould, Michael Caine, Diane Keaton and Burt Young. The movie was filmed at the Mansfield Reformatory in Ohio. Later, *Shawshank Redemption* was filmed at the same prison.

TB: Although I was a naval aviator flying P3s most of my career, I had the opportunity to serve as member of the crew of the USS Saratoga (CV60). I was basically responsible for running the bridge so I gained my Surface Warfare qualification and virtually all qualifications associated with driving an aircraft carrier around the world. As a result I gained valuable experience outside of my flying career and gained an appreciation for those who devote their professional lives at sea.

The Puzzler

What? Where? When? Who knows?

by Nathan Lipfert, Senior Curator

The questions here are what, where and when. We know it is a three-mast schooner loading at an ice house wharf, and a big long-pooped four-master being taken in hand by a tug in front of what looks like a lumber mill. We can't read the names on any of the vessels, and we don't know the names of either business, what body of water this is, or what town it is. Charles E. Burden gave us this image in 2014, in the form of a 4x5 glass plate negative, unidentified.

If you think you know any of the answers to this one, please contact Senior Curator Nathan Lipfert at lipfert@maritimeme.org, or 207-443-1316 ext. 328, or by mail.



No One Knows These Stylish Gents

We heard from Andy Dolan on last issue's Puzzler. He admits to being 96, and said his first reaction was this was the 1920s. On second thought, he wondered if anyone wore white shoes as early as the '20s. We were thinking that ties and lapels did not get this wide until after the 1920s. No one else has chimed in with any ideas.

Last Chance for Boat Raffle Tickets!



The drawing for this beautiful 15-foot Whitehall pulling boat will be held October 13, 2015! Originally built by the Washington County Vocational Training Institute circa 1960, Maine Maritime Museum's Boatshop has restored her to her original glory while leaving a bit of that historic patina to hold on to her history. This boat was generously donated by Peter and Mabel Gerquest. Proceeds from this raffle will support the museum's Discovery Boatbuilding Program. Tickets are \$5 each or five for \$20 and are available at the museum or online at: www.mainemaritimemuseum.org/shop.

Join or Renew Your Membership!

You may join online or complete and mail this form.

Please indicate Membership level:

- ☐ Individual \$50
- ☐ Family \$75
- ☐ Sustaining \$150
- ☐ Patron \$250
- ☐ Shipwright \$500
- ☐ Downeaster \$1,000

☐ This is a gift membership.

NAME

STREET

CITY

STATE

ZIP

TEL

EMAIL

Please charge my membership on ☐ MASTERCARD ☐ VISA ☐ DISCOVER ☐ AMEX

CARD NUMBER

EXP. DATE

CARDHOLDER'S SIGNATURE

I have also enclosed \$_____ as a contribution to help support the Museum.

Please make check payable to Maine Maritime Museum and return to:
243 Washington Street, Bath, ME 04530
Dues and other contributions are tax deductible as provided by law.